

**Maine Aeronautical Advisory Board
MaineDOT Headquarters, Conference Room #216
24 Capitol Street, Augusta, Maine**

Decisions and commitments in bold italic type.

October 9, 2019
1:00 p.m. to 4:00 p.m.

Meeting Minutes (Draft)

Call to Order and Introductions

Scott Wardwell called the meeting to order at 1:02 p.m. Board members and MaineDOT aviation staff introduced themselves, followed by all others in attendance.

Board Members Present:

Scott Wardwell, Presque Isle International Airport
Allison Rogers, Sanford Seacoast Regional Airport (by phone)
Kenneth Ortmann, Belfast Municipal Airport
Marty McMahon, Brunswick Executive Airport
Evan McDougal, Hoyle, Tanner & Associates, Inc.
Brad Madeira, Hancock County – Bar Harbor Airport
Sean Collins, Aircraft Owners & Pilots Association
Lisa Reece, Maine Aeronautics Association
Josh Dickson, LifeFlight of Maine

Board Members Absent:

Guy Rouelle, DuBois & King
Ervin Deck, Stantec Consulting Services, Inc.
Rick Lanman, Auburn – Lewiston Municipal Airport
Kristopher Reynolds, Biddeford Municipal Airport
Caleb Curtis, Curtis Air

Other Attendees:

Nate Moulton, MaineDOT
Mary Ann Hayes, MaineDOT
Stacie Haskell, MaineDOT, clerk
Tim LeSiege, MaineDOT
Ralph Nicosia-Rusin, FAA
Sean Tiney, FAA
Joshua Saucier, Dubois & King, Inc.
Bill Gerrish, Stantec Consulting Services, Inc.
Rick Tetrev, Wiscasset Municipal Airport
Jason Homiak, Jacobs Engineering
Ann Walko, Experimental Aircraft Association
Matt O'Brian, McFarland Johnson
Laura Canham, McFarland Johnson (by phone)
Scott LeCount, McFarland Johnson (by phone)
Brady Brewster, McFarland Johnson (by phone)

Review and Accept June 12, 2019 Meeting Minutes

Evan moved to accept as presented. Sean seconded. Minutes approved unanimously.

PCI Update – Tim LeSiege (get presentation to fill in)

In 2018 the MaineDOT took on a Statewide Pavement Condition Index (PCI) project with Dubois & King. The project is now starting to wrap up. The first step that D&K needed was to do airport pavement mapping for all the federally funded airports – including branch, section and sample unit creation. When the State used the ARAN it only did runways; this project does all pavements. After all field measurements they were able to do PCI determination.

Branch definitions are the Runways, Taxiways, Taxiways, and Aprons.

Sections – Uniform construction history, typical asphalt concrete construction section size is 5,000 sq. ft. +/- 2,000 sq. ft. Typical Portland Cement Concrete construction section size is 20 slabs +/- 8 slabs. The number of sample units depends on the size of the branch.

PCI determination calculated by distress types, severity and amounts.

MaineDOT has chosen a PCI rating of 70 as a trigger to schedule rehabilitation or reconstruction in your CIP.

Dubois & King has created a database that generates reports for each airport. Stacie and Tim took PAVER training. Soon we will be getting conclusions.

Keep in mind the Airport's responsibilities:

The FAA has defined an acceptable maintenance – management program, and this report fulfills many requirements of such a program, including documenting:

- Locations of all runways, taxiways, and aprons
- Dimensions of the pavement system
- Types of pavement
- Year of construction or most recent major rehabilitation

In accordance with best practices, the airport owner should be an active participant specifically by implementing the following actions:

- Conduct a “drive-by” inspection at least monthly to detect changes in pavement condition
- Record the date of each “drive-by” inspection and any maintenance performed as a result
- Document all maintenance activities
- Document detailed inspection information with a history of recorded pavement deterioration by PCI survey (e.g., this report)
- Maintain all records on file for a minimum of 5 years.

Statewide System Plan Update – McFarland Johnson

Key goals for the system plan –

- compelling public value,
- realistic, fiscally constrained life cycle costs
- System management functions
- Trends, gaps, opportunities and prioritized opportunities
- Meaningful and practical metrics to track condition
- Strategies to leverage public investment to generate private investments

Scope –

- Data collections
- Phase 2 still needs to be scoped pending outcome of phase 1
- Stakeholder outreach
- Examination of statewide aviation activity, trends, forecasts
- Airports, system role, geo reach

17 responses back from ask NASAO – 34%, great results!!

Timeline –

- Digging into system management evaluation, findings, establishing directions
- Up next –
 - Primary data collection
 - Airport survey rollout/webinar review of survey and process
 - Strategic planning management, aviation activity and forecasts

Minnesota has tax on equipment used by airlines.
Good time to look at how Maine operates.

Question of the day –

What could the system plan do for you or aviation in Maine?

Needed Creation of State Airport Capital Infrastructure Program – Sean Collins

Needs outweigh funds available. Funding sources that exist outside FAA need to be looked at; there is a need for a State program. This would give opportunities for self-sufficiency. State takes in close to \$1M in aviation fuel tax. \$550,000 is earmarked for Augusta State Airport. Is there a way to fund Augusta differently?

It does not appear that Airports are part of the Blue Ribbon Commission review that is beginning. Sean has talked to legislators about this and the infrastructure needs in Maine, as well as the revenue generating needs. It appears that 64% of the aviation fuel tax funds are directed to the operating expenses of 1 airport.

The State used to fund other projects years ago (other than match to FAA grants) until budget cuts started. The State even participated in snow removal at one time. In addition, the State managed the Augusta airport before paying the City of Augusta to manage the airport.

It is obvious the needs outweigh the resources. Businesses come here because of access. The easiest access is aviation. The story needs to be told – Amtrak or car to Boston is 3 hours. Train is \$50 or \$60 dollars. You can fly from Augusta to Boston in 45 minutes to an hour, for \$60 to \$80.

It would be helpful if someone got owner's operational costs correlated to pavement or based aircraft. When looked at per square foot of pavement, some are much higher or much cheaper. In the last 5 years there have been significant changes made that have caused rises in operational costs.

LifeFlight is where they are today because FAA has raised expectations/requirements. LifeFlight is continuing to have difficulty with winter runway access because FAA has raised expectations/requirements regarding TALPA. This is amplified by the lack of money and equipment at the smaller airports.

There are two dimensions to State System Plan - funding and other ways to develop your airport. Currently takes 8 years' worth of FAA entitlement funding to build a hangar, What are the other options so you aren't tying up your entitlement funds for 8 years?

Minnesota has an interest free loan. It is intended as a way to create capital.

→ **Trends that need to be addressed**

The 5010 reports are no longer handled by GCR. FAA has taken them over and they are now located at <https://airports-gis.faa.gov/agis/public/#/public>.

Airports are not reading letters from Jim Billdilli's airport inspections. Airports should be planning locally funded work and/or CIP work based on these letters.

Close in obstructions within the first 200' and as wide as primary surface

- Visual 250' wide
- NPI 500' wide
- PIR 1,000' wide

Approaches to be cleared

- FAR Part 77 – as wide as primary surface at beginning point
- Engineering Brief 99 – Table 3-2
- TERPS – 400' wide at beginning point
- GQS

Other things to do – regular maintenance, crack sealing, marking, windsock – lots of faded, ripped or torn, segmented circle – rusted, tipped over, knocked over

Look at 5010 inspection; look at letter Tim sends out.

G.A.R.D. – Aviation Staff

G.A.R.D. will be purchased for airports but the Department still needs to fine tune some specifics.

FAA Update – Ralph Nicosia-Rusin and Sean Tiney

→ **FAA Changes in Personnel or Policy**

Sean Tiney is the new engineer at FAA responsible for Maine.

→ **Project Readiness Process**

Moved up earlier this year. Trying to make sure we get early enough to stay ahead of any issues. Make sure we get everything we need to get into our systems.

→ **Upcoming Deadlines**

Project Readiness Forms are due this month. Grant application due date is May 1st. September 21st will be last date a signed grant will be issued.

→ **Clear Approach Requirements for Federally Obligated Airports**

If you want certain minimums there are different requirements. Engineering Brief 99, changes to Tables 3-2 and 3-4 of advisory circular 150/5300-13A

We are looking at 5010's all the time. If you are looking for discretionary or revenue generating projects, clean up your 5010.

You can also show an obstruction action plan that shows how you have been addressing obstructions.

Class E determination.

Looking at drone use at airports.

→ **Supplemental Grants**

- **Rangeley** – Dubois & King
Project is now complete. Had the ribbon cutting ceremony on September 21, 2019.
- **Jackman** – Evan McDougal
700' runway extension. The Environmental Assessment is out for public comment. Looking at 2021 construction date.

LifeFlight Update – Josh Dickson

→ **Runway Extensions**

Targeted 3 airports when this effort started, Rangeley, Jackman and Machias. Rangeley just waiting on 18B survey to be completed. Jackman well on the way. Machias – existing runway has constraints that make extension impossible. You would need to create a crosswind runway. Machias is one of the most improved airports. They are working with landowners about a possible land donation.

→ **Hospital Bankruptcies**

Many hospitals throughout the state are filing chapter 11 and are being forced to discontinue services. We are looking at supplementing or even replacing these hospitals with runways. Using aviation in a way nobody has ever thought of using aviation. A lot of towns maintain fire departments and ambulance service; this is just as vital. Calais just lost their obstetrical services and have no neonatal services and therefore rely on aeromedical services.

Tom and Josh headed to Washington DC and are working on a low level IFR routing structure. This is a demonstration project and will be the first in the country. We are trying for a 1000' AGL route connecting the Maine hospital systems throughout the state. We are challenged by the MEA/MOCA pushing our helicopters into the freezing levels due to the radar and radio coverage available.

System plan includes focused task for looking at Washington County's aviation needs.

Other Business

→ **Next Meeting – Date, Location, Agenda**

The next meeting was set for March 11, 2020 – 1:00 p.m. to 4:00 p.m. at MaineDOT.

→ **Event updates and announcements**

Busy season for Lisa; Gadabout Gaddis Cup award went to Tim Hodgkins.
Southern Maine safety seminar
Millinocket fly-in
Soup Sunday in January
Posted on Maine Aeronautics Association website at
<http://www.maineaeronautics.org/>

Adjourn

The meeting adjourned at 3:48 p.m.